

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4514.

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FRIDAY, APRIL 8, 1904.

五拜禮

號八月四英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,320,000

Head Office: YOKOHAMA.

Branches and Agencies:
TOKIO. NAGASAKI. KOBÉ.
LYONS. LONDON. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENSIN. NEWCHANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH: INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,
Manager.

Hongkong, 11th March, 1904.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$16,500,000
Sterling Reserve \$10,000,000
Silver Reserve \$6,500,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000.

COURT OF DIRECTORS:

A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
Hon. C. W. DICKSON. N. A. SIEBS, Esq.
E. GOETT, Esq. H. W. SLADE, Esq.
A. HAUPT, Esq. C. A. TOMES, Esq.
H. SCHUBART, Esq. E. S. WHEELER, Esq.
E. SHELLIM, Esq.

CHIEF MANAGER:
HONGKONG: J. R. M. SMITH.

SHANGHAI: H. M. BEVIS.

LONDON BANKERS: LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG: INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
On fixed deposits for 12 months at 5 per cent.

J. R. M. SMITH,
Chief Manager.

Hongkong, 20th February, 1904.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902.

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Paid up Capital £324,374

HEAD OFFICE: HONGKONG.

Board of Directors:
Chan Kit Shan, Esq. J. Focke, Esq.
Creasy Ewens, Esq. G. C. Moxon, Esq.

CHIEF MANAGER:
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %
Hongkong, 4th February, 1904.

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Tael 5,000,000

HEAD OFFICE: SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin. Hankow.
Tientsin. Tsingtau (Kiautschow).

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENT
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. SUTER,
Sub-Manager.

Hongkong, 31st March, 1904.

TO LET.

NO. 1, RIFON TERRACE, FLATS.

No. 4, RIFON TERRACE, FLATS.

No. 17, WONG NAI CHOW, FLATS.

FLATS in MORRISON HILL GAP ROAD.

POLO GROUND.

OFFICES in connection with the CON-NAUGHT ROAD (near BLAKE, BER-).
GODOWNS: FRANK EAST.
" ROSENATH, Kowloon.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 6th April, 1904.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
LONDON, &c.	BALLAARAT C. R. Lofgren, R.N.R.	April 9th, Noon.	See Special Advertisement.
SHANGHAI	MALTA C. L. Daniel	April 10th, Daylight.	Freight and Passage.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO & PORT SAID.	MALACCA A. F. Street	About 13th April	Freight and Passage.
YOKOHAMA VIA SHANGHAI, MUJI and KOBE. (Passing through the Inland Sea).	MANILA H. G. H. Lewellin, R.N.R.	About 15th April	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 8th April, 1904.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

SAILING DATES.

* HAMBURG WEDNESDAY, 13th April.

PRINZ HEINRICH WEDNESDAY, 27th April.

HAYERN WEDNESDAY, 25th May.

OLDENBURG WEDNESDAY, 8th June.

SACHSEN WEDNESDAY, 22nd June.

ZIETEN WEDNESDAY, 6th July.

SEYDLITZ WEDNESDAY, 20th July.

ROON WEDNESDAY, 3rd August.

PREUSSEN WEDNESDAY, 17th August.

PRINZ REGENT LUITPOLD

* Steamer of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 13th day of April, 1904, at Noon, the Steamship "HAMBURG," of the HAMBURG-AMERIKA LINIE, Captain Burmeister, with MAIL, PASSENGERS, SPECIE and CARGO, will leave this Port as above. Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 11th April, and Parcels Specie will be received on Board until 5 P.M., on TUESDAY, the 12th April, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 12th April.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50.

Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 7th April, 1904.

Intimations.

LANE, CRAWFORD & CO.

SOLE AGENTS FOR

GOLD REEF BRAND

Pure Cream.

PURE RICH THICK CREAM, Sterilized by special process, will keep good and sweet under the most trying conditions.

QUARTER TINS - - - - 30 Cents.

HALF TINS - - - - 40 "

TINS - - - - 60 "

Sample Tin FREE on Application.

LANE, CRAWFORD & Co.,

Sole Agents for China and Manila.

Hongkong, 8th April, 1904.

THOMAS' HOTEL.

A FIRST CLASS HOTEL, most centrally situated; Well furnished and Airy Bedrooms. Monthly Boarders accommodated on very moderate terms.

For Particulars apply to

THE MANAGER.

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable.

WM. FARMER, Proprietor.

Hongkong, 8th April, 1904.

Intimations.

Bovril supplies to the body the nourishment it requires, and makes good the muscle, tissue and energy spent during the hurry and worry of the day's work. The very embodiment of strength and sustenance in a digestible form is Bovril.



JAPAN COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE: 1, SURUGA-CHO, TOKYO.
LONDON BRANCH: 34, LIME STREET, E.C.
HONGKONG BRANCH: PRINCE'S BUILDINGS, 102, HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chafoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotani, Sasebo, Miike, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yuzokibara and other Coals.

N. INUZUKA, Manager, Hongkong.

H. PRICE & CO.

WINE MERCHANTS,

12 QUEEN'S ROAD CENTRAL.

Picnic parties furnished with wines, etc., at a moment's notice.

Contracts made on special terms with Caterers, Committees, Messes and Captains of Steamers. All Wines, Spirits and Beers supplied are guaranteed.

Price list on application. TELEPHONE No. 135.

Hongkong, 23rd July, 1903.

AMERICAN WHISKIES.



OLD CREMOENE WHITE RYE.

WATERMILL SOUR MASH.

HIGH BALL KENTUCKY RYE.

FINE OLD BOURBON (IDES).

O. K. BOURBON.

PURE AMERICAN RYE.

MOUNT VERNON RYE.

CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,

15, Queen's Road.

Hongkong, 2nd April, 1904.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,

VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

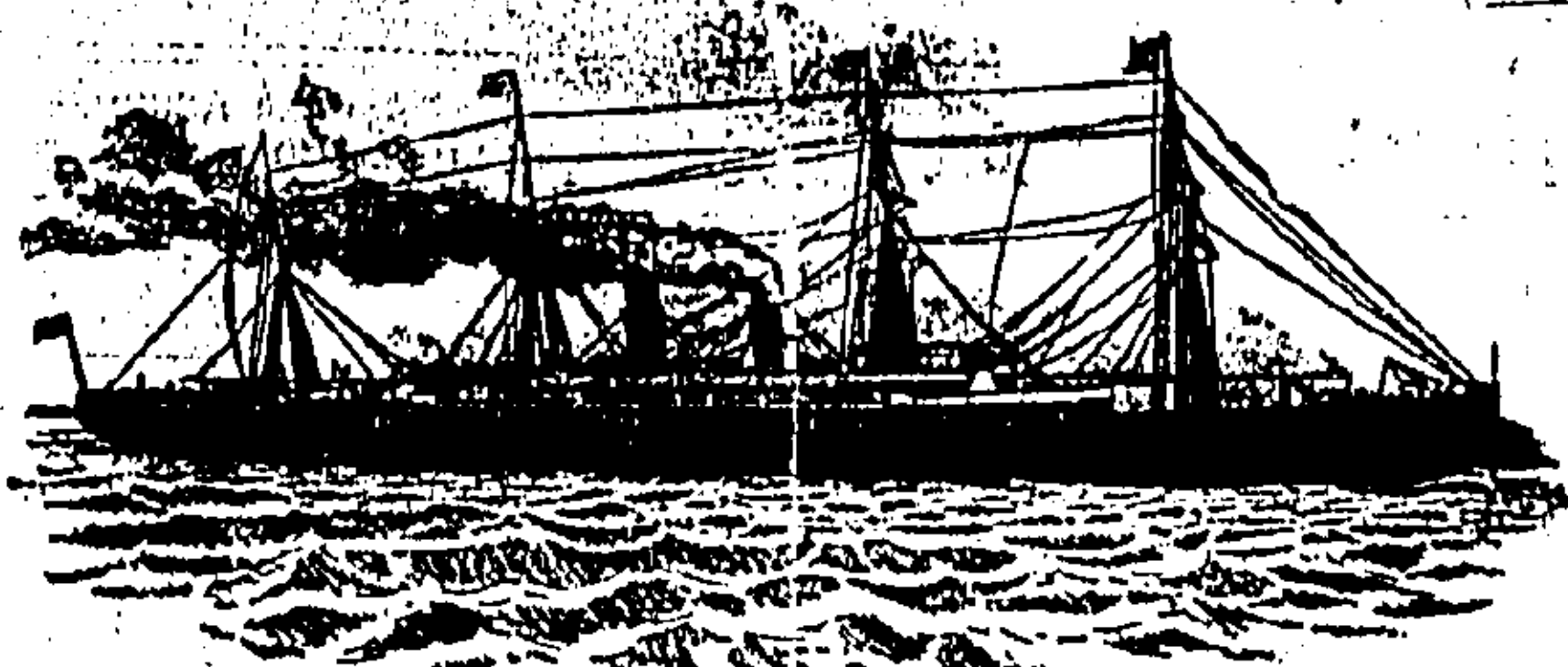
KRUSE & Co.

CONNAUGHT HOUSE

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Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"DORIC"	4,784 Gross Tons	SATURDAY, 16th April, at Noon.
"SIBERIA"	11,284 "	SATURDAY, 30th April, at Noon.
"COPTIO"	4,352 "	THURSDAY, 12th May, at Noon.
"KORRA"	11,276 "	TUESDAY, 24th May, at Noon.
"GAELIC"	4,205 "	SATURDAY, 4th June, at Noon.
"MONGOLIA"	"	THURSDAY, 16th June, at Noon.
"OHINA"	5,060 "	TUESDAY, 28th June, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KORRA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 16th April, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

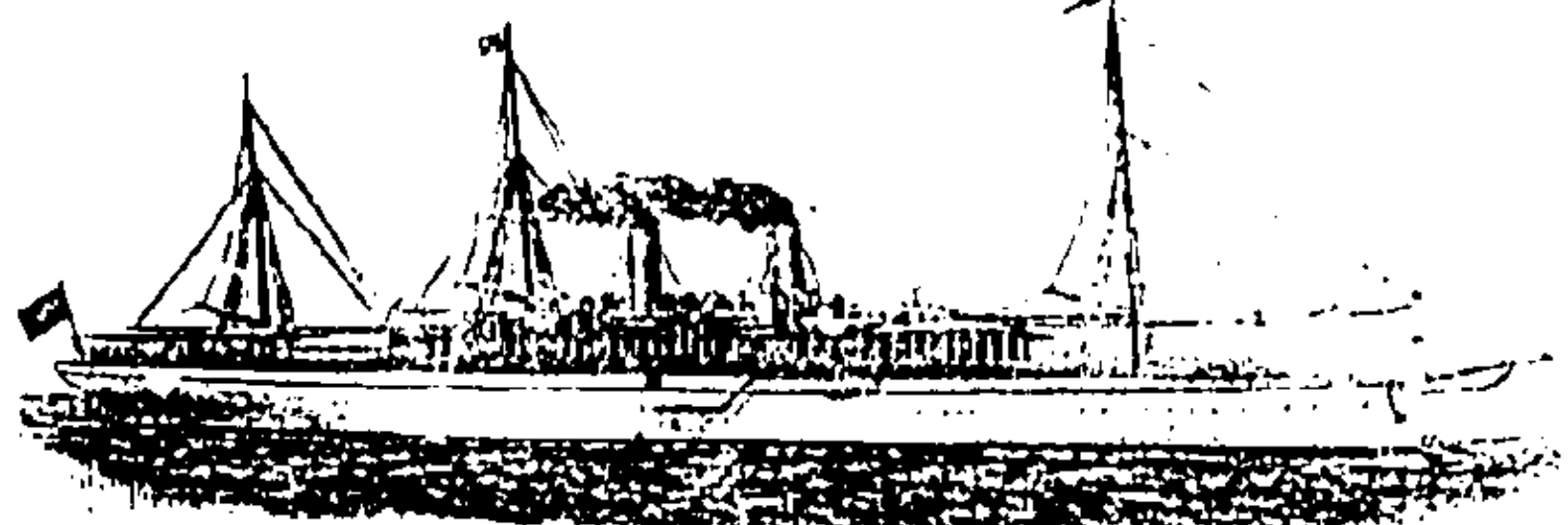
FEATURES OF THIS LINE.

The largest and stadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 6th April, 1904.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF INDIA" ... 5,000 Tons ... WEDNESDAY, 20th April.

"ATHENIAN" ... 3,882 " ... WEDNESDAY, 27th April.

"EMPRESS OF JAPAN" ... 5,000 " ... WEDNESDAY, 11th May.

"TARTAR" ... 4,435 " ... SATURDAY, 21st May.

"EMPRESS OF CHINA" ... 5,000 " ... WEDNESDAY, 1st June.

Hongkong to London, 1st Class ... £60. Via New York £62.

Hongkong to London, Intermediate on ... £40. ... £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, and Hand Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,

9, Pedder's Street.

Hongkong, 6th April, 1904.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BRISGLAVIA	HAMBURG.	14th April. Freight.
SUEVIA	(Calling at SINGAPORE and COLOMBO).	25th April. Freight.
von Döhren	HAVRE and HAMBURG.	8th May. Freight.
ARTEMISIA	(Calling at SINGAPORE and PENANG).	17th May. Freight.
Gronmeyer	HAVRE and HAMBURG.	31st May. Freight and Passengers.
MARBURG	(Calling at SINGAPORE and PENANG).	14th June. Freight.
STRASSBURG	HAVRE and HAMBURG.	
Madsen	(Calling at SINGAPORE and COLOMBO).	
SEGOVIA	HAVRE and HAMBURG.	
Förck	(Calling at SINGAPORE and PENANG).	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 5th April, 1904.

GO TO THE
KOWLOON HOTEL,
KOWLOON.
J. W. OSBORNE,
Proprietor and Manager.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons	Captain R. D. Thomas.
"POWAN"	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN"	2,360 "	W. A. Valentine.
"HANKOW"	3,073 "	C. V. Lloyd.
"KINSHAN"	2,860 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons	Captain H. D. Jones.
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Departures from Hongkong to Macao on week days at about 2 P.M.

During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at 12.30 P.M.

Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	2,19 tons	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	588 tons	Captain B. Branch.
"NANNING"	509 "	C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 2nd April, 1904.

JAVA-CHINA-JAPAN LINE.

HEAD AGENT: R. BISSCHOP,

3, DUDELL STREET,

HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN	First half of May	S'PORE & JAVA PORTS.	First half of May
TJILATJAP	JAVA via MACASSAR	Second half of April	JAPAN	Second half of April
TJIMAH	JAVA via MACASSAR	Second half of May	JAPAN	Second half of May

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE AGENTS,

THE HOLLAND-CHINA TRADING CO.

Telephone No. 201, Hongkong, 8th April, 1904.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL
ATTENTION.

FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

C. W. CLARK,
No. 4, 108 HOUSE STREET,
Between Queen's Road and Des Vaux Road.

ORIENTAL
COSTUMES AND
FANCY DRAPERIES
FURNISHED.

WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

40] PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

Hongkong, 1st November, 1902.

AMERICAN POTATOES,
EX S.S. "CHINA."

"RED RIVERS" AND "BIRBANKS"
FOR SALE

By WOO CHEONG,
Central Market.

Hongkong, 29th March, 1904.

TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.,

Hongkong, 10th January, 1904.

NOTICE is hereby given that the WINDSOR GARDEN has been CLOSED until further notice.

FRED HUBER,
One of the Joint-Lessee.

Hongkong, 5th April, 1904.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[G]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TEAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

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POSITION WANTED.

A GENTLEMAN with long experience as MANAGER in Im-Export Banking and Life and Fire Insurance business, Correspondent in several modern Languages, and having good number of Business relations, is desirous of obtaining a position in a Mercantile Firm, or to make some arrangement with a business-man likely to establish.

Apply to—

J. L.

C/o The Hongkong Telegraph.

Hongkong, 6th April, 1904.

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F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKE ...

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS,

16, DES VEAUX ROAD CENTRAL, HONGKONG,

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 15th December, 1903.

[E]

AL FRESCO FETE,

ON BEHALF OF THE

POOR ORPHANS AND INVALIDS

OF THE

ITALIAN CONVENT,

To be held in the Compound of the Roman Catholic Cathedral, on

SUNDAY EVENING,

the 10th April, 1904, from 7 to 11 P.M.

THE Superiores relying on the benevolent Friends and Benefactors of the Institution, for the many proofs she has of their generosity, hopes to receive and merit a large share of public patronage.

Hongkong, 29th March, 1904.

THE NEW FRENCH REMEDY

TRADE MARK

THE NEW FRENCH REMEDY

THE NEW FRENCH REMEDY

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Intimations.

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TOILET PREPARATIONS

WATSON'S GLYCERINE AND CARBOLIC SOAPS effect a saving of 50%, owing to the large size of the tablets. They are made of the purest ingredients and are elegantly put-up. Our Carbolic Dog Soap is the best thing of its kind in the market.

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THE HONGKONG DISPENSARY.

MANUFACTURING CHEMISTS.

ESTABLISHED 1841.

Hongkong, 26th March, 1904. [35]

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Hongkong, 8th January, 1904. [45]

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THE MODERN REMEDY for CON-
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not salivate or affect the gums like Mercury.
Doctors recommend them:

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Hongkong.

A. STEVENSON,
Chemist,
Registered by the Pharmaceutical Society.
Hongkong, 2nd April, 1904. [384]

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addressed to The Editor, 1, Ice House Road, and
should be accompanied by the Writer's Name and
Address.

Ordinary business communications should be addressed
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The Editor will not undertake to be responsible for
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five cents.

BIRTH.

On the 4th March, at Ipoh, Perak, the wife
of ALEXANDER, ROSE, of a son.

The Hongkong Telegraph

HONGKONG, FRIDAY, APRIL 8, 1904.

NEWS VENDORS AS HAWKERS.

A discussion on the merits of the case in which two 'boys' were summoned to attend at the Magistracy for hawking without a licence can produce very little beneficial results, but for the fact that the decision of the junior Police Magistrate in the case brought before him this morning affects the public interest in so far as the Press of the Colony and the citizens are concerned. The interpretation given by the Magistrate of the word "hawking" in relation to newspapers, suggests the necessity for immediate action to be taken regarding the amendment of the law under which the information was laid. Briefly, the facts of the case are as follows:—At the Magistracy, on Tuesday, the defendants were charged, under the Licensing Consolidation Ordinance, No. 21 of 1887, with hawking newspapers without a licence, and it was given in evidence that on the 26th ult. the boys obstructed guests of the King Edward Hotel by stopping them and asking them to buy papers. Mr. J. H. Kemp, before whom the case was tried, remarked that he did not think that constituted a nuisance, and pointed out that it was a recognised thing at home for newspaper vendors to offer their papers to passers-by. The whole point was whether the boys were hawkers or not, and at the Magistracy this morning he ruled that they were. There was no other course for him to adopt, and we are entirely in accord with his decision as viewed in the light of the Ordinance, but we do complain that the present Superintendent of Police has taken a far too literal interpretation of the law in view of the fact that on the matter being represented to his predecessor, Capt. Lyons, he gave it as his opinion that it was not necessary for the boys to have licences, and instructed the police not to arrest them, while offering newspapers for sale. It does not admit of much doubt, that in framing the Ordinance it was the intention of the legislature to exercise control over the ordinary pedlars and street vendors perambulating the city with their wares for sale, and not in any way to include newspapers as ordinary articles "hawked" in the streets of Hongkong. In support of this contention we would point out that, for all the years that the daily evening papers have been selling in the Colony, there has not been any objection on the part of the police. The practice prevails in England, and is carried on without let or hindrance throughout the British Colonies where proprietors are not called upon to contribute the sum of 50 cents per quarter for a hawkers' licence to enable their news boys to sell papers in the streets. Mr. Kemp's decision places Hongkong in the unique position of being the only British colony where a penalty is placed upon newspaper proprietors for endeavouring to serve the public. The step is not in strict accord with tradition and precedent, nor does it in any way square with common sense and the public interest. The matter has been brought to the notice of the Government, and we shall await with interest for specific information on the subject, for though we are officially told that the charge is maintained under the laws of the Colony, we shall not be surprised to find that either the Ordinance will be amended or the newsboys exempted from the licence fee.

LOCAL AND GENERAL.

The King has knighted the sons of the Duke of Cambridge.

A TORONTO telegram states that the Italian cruiser *Marco Polo* has left for the Far East.

It is stated that communication by wireless telegraphy will shortly be established between England and the Channel Islands by the Admiralty.

THE death of Lieutenant Hirose in action at Port Arthur is deeply regretted in naval circles in England where he was well known as an able and devoted officer.

THE Government of India have, it is understood, agreed to the press correspondence now with the Tibet Mission moving forward when the advance takes place, provided transport can be arranged for them.

THE Selangor Chinese Chamber of Commerce was inaugurated at Kuala Lumpur on the 28th ult. Mr. Loke Yew was elected President, Messrs. Chan Saw Lin and Loke Chow Kit, vice-presidents, and Mr. San Ah Wing Secretary.

PRICES of Bengal opium ruled extraordinarily high and the revenue exceeded the 1903-04 estimates by £1,353,900. On the other hand, the season's crop was a bumper one involving very large payment for the raw product and so charges exceed the estimate by £474,100.

THE British Marines who escorted the rescued Russians to Colombo in the *Nam Sing* and who were under canvas, left for England by the P. & O. s.s. *Syrin*. The party consisted of two officers, one surgeon, and fifty-six marines. They were played to the jetties by the file and drums of the Regiment.

MR. W. Cowan, the Protector of Chinese in Perak, who has accepted the appointment of emigration agent to the Transvaal Government in China, will as such draw a salary of £750 a year. Mr. Cowan is said to have had over 23 years' experience in the Chinese Protectorates of Singapore, Penang, and Perak.

IN the case in which the *Lung Wo Ki* firm sued the Tsang Tung Ki firm for \$254 93, being balance due for goods sold and delivered his Honour gave judgment for the defendants on the case with costs, and judgment for the plaintiffs for \$51.20, with costs up till the time of that sum having been paid into Court.

THE Japanese steamer *Ringo Maru*, which left the Royal Albert Docks on the 22nd February collided with and sank the schooner *Edward Windsor*, of Portmadoc, in the English Channel off Hastings, on the 25th idem. One man was saved and the remainder are reported to be missing. The schooner was struck in the stern, and split as far as the forecastle.

THE discharge of coal in Colombo harbour has been a question which has been engrossing the attention of the various shipping firms for some time past, and the British India Steam Navigation Company has just got out a patent coal elevator from Calcutta to be used in the discharge of their coals on arrival at Colombo. It is calculated that in an hour about 125 to 150 tons can be discharged.

At a sitting of the Associated Chambers of Commerce, under the presidency of Sir William Holland, M.P., at London a resolution was introduced on behalf of the Wakefield Chamber, declaring that "Owing to the harmful effect of the abolition of the sugar bounties has produced in the confectionery and allied trades, the time has come for the Government to seriously take into consideration the repeal of the sugar tax." After numerous speeches for and against, the proposal was lost.

A SENSATION has been caused among the British Channel fleet, now (March 8) at Lisbon, through the officers learning that the signal book of the battleship *Prince George*, 14,900 tons, commanded by Capt. Frederick L. Campbell, has been lost. As the book contains valuable secret information relating to the codes and signals in use throughout the Navy, its acquisition by an enemy might lead to serious consequences. Several arrests have been made, pending the result of an inquiry. It is thought that possibly the book was thrown overboard.

THE Captain of the German steamer *Herman Menzell*, which arrived at Singapore on the 31st ult., reported that while in the Indian Ocean he sighted the schooner *Koehler Fialka Korim* which signalled she was short of water. The *Herman Menzell* bore down on her, and owing to the heavy seas prevailing crashed into her and sank her. The crew of the schooner, twelve in all, were picked up and brought on to Singapore, the first port of call. The unfortunate schooner was laden with rice from Bombay to Aden. The owner of the vessel with the owner of the rice were on the schooner.

AT a meeting of the Sanitary Board yesterday afternoon, the President submitted a minute of the Medical Officer of Health which showed that since 10th February there had been 22 cases of small-pox, of which 15 were under 10 years of age. In view of this it would be as well, he said, to issue hand-bills advising people to be vaccinated, and especially to have their children vaccinated. He moved that the Board recommend that this be done. Attention might be drawn to the fact that daily free vaccination could be got at the Government Civil Hospital, Tung Wah Hospital, and the Chinese Dispensary, and the motion was carried.

THE N.Y.K. steamer *Kanagawa Maru*, which recently transferred part of her cargo at Malin to the outgoing P. and O. boat, is proceeding to Japan by way of the Cape.

THE cricket match between the V. R. C. and the Craigengower C. C. arranged to take place at 2 15 p.m. to-morrow, has been cancelled, owing to the V. R. C. being unable to raise an eleven.

THE engagement is announced of Mr. Arnold Ellert, manager of the Dresdner Bank, London, and Phoebe, widow of the late Mr. James Hart, Commissioner of Imperial Maritime Customs, China.

As the result of instructions from the French Minister of the Colonies, the Budget of Indo-China for 1904 has been reduced by about 600,000 fr. on a total of 73,600,000 fr. New Railways are shown for 2,100,000 fr.

IN connection with the approaching ratification of the Franco-Siamese Treaty, four members of the French Civil Service in Indo-China have been appointed to go to Siam to study the country. They are MM. Strembler, Lamouret, Fournier and Debasce.

WHEN the French cruiser *D'Assas*, after calling at Algiers on her way to the Far East, was leaving the harbour on 8th ult. a tube in one of her boilers burst, severely injuring four men. The *D'Assas* was compelled to return to her moorings, and having repaired the damage left again on 9th, conveying four torpedo-boat destroyers.

A MARRIAGE has been arranged, and will take place on the 30th of April, between Mr. Charles Stewart Sharp of Messrs. Gibb Livingston and Co., China and Hongkong, member of the Legislative Council of Hongkong, eldest surviving son of the late Dr. Hugh Sharp, M.R.C.S., of Cullen, Banffshire, and Mrs. Burrows, widow of Mr. Henry Burrows, of Storkholm, Worksop, daughter of Mr. William Lenton, J. P., of Lime House, Cundle.

SIR West Ridgway, in an interesting paper on Ceylon, at the London Chamber of Commerce yesterday, called attention to a point which is a little apt to be overlooked by the general public—namely, the value of the Crown Colonies to the Empire. So much is said about the self-governing Colonies that most people will be surprised to learn that in trade, revenue, and population the Crown Colonies equal or even surpass all the self-governing Colonies put together.

AT Dr. Dowie's first meeting in Melbourne, held in the Exhibition building 7000 persons attended, who broke up the proceedings in half an hour with songs, "cat-calls," and hoots. Dowie became enraged, threatened to send for the military and called the audience a mob of wolves. A turbulent scene ensued and the "prophet" left the platform, hurriedly pursued by the audience, which sought him unsuccessfully in the huge building. As a matter of fact, he was hiding in the organ loft, where he remained nearly three hours.

BY kind permission of Major Radcliff and officers of the Band of the 93rd Burma Infantry will play at the Hongkong Hotel to-morrow (Saturday) evening from 8 to 9.30 p.m.

BAND PROGRAMME.
March: "March des Troupes" Godard.
Mighty: "Hawaiah" Moret.
Selection: "The Rose Tree" Sullivan.
Coronet Solo: "The Song of the Sea" Frederic Clay.
Selection: "The Belle of New York" Kerker.
Valse: "Sourire d'Amour" Depret.
Mazurka: "Slavonic Dance" Karoly Klav.
God save the King.

THE report of the China Mutual Steam Navigation Company for 1903 states that the balance of profit and loss account is £29,885. An interim dividend on the preference shares at 3 per cent. was paid on Oct. 1, leaving £24,865. The directors recommend a dividend for the year on the ordinary and "B" shares of 3 per cent., leaving £9,802 to be carried forward. The past year proved unsatisfactory, and the outlook for the present year is very uncertain, owing not only to the general depression in shipping, but to the war between Russia and Japan, which cannot but affect the company's business.

A REMARKABLE instance of the confidence of the Japanese is shown in the fact that they have arranged for coal to be despatched from this country to Port Arthur or Vladivostok, the steamers taking it to call at Singapore for orders. The coal is explicitly warranted Japanese property. British steamers with coal for Japan and the Suez Canal are forward for insurance (hulls) against the risks of capture at 60s. per cent. It has been, and still is, the practice to send these steamers in the first instance to neutral ports in the Far East, such as Hongkong, but it may be doubted whether a transparent device of this kind would avail much if the vessels were captured and taken to a prize Court.—*L. & C. Express.*

THE 1st Batt. of the Royal Welsh Fusiliers since its return from South Africa has been stationed at Whittington barracks, Lichfield. Soon after reaching England the regimental goat, which was well known in Hongkong where the Regiment was stationed for a number of years, died, and the King presented the regiment with one of the Royal padlocks at Windsor. A number of citizens subscribed for a handsome silver shield and chain for the goat, bearing the crest of the regiment and the arms of Lichfield. To receive the shield, the battalion on St. David's day marched into Lichfield from Whittington barracks in review order, and wearing leeks in their turbans, and were massed on the square. The Mayor and Corporation attended in state, and the shield was placed on the neck of the goat by the Mayor.

RESTRICTIONS ON NEWSPAPER VENDING.

"HAWKING" DEFINED.

At the Police Court this morning, Mr. J. H. Kemp gave his decision in the case in which two news boys were charged with selling newspapers without a licence. He said:—"I have some doubt as to the meaning of the word 'hawker'. I am not sure that a man who takes up a definite position and sells to passers-by is intended to come under the definition. A 'hawker' is a man who goes from house to house, and from town to town, and sells at the different houses. In England a 'hawker' is a man who goes about on a horse, from town to town and from place to place; a pedlar being a man who goes about on foot. A man who takes up a definite position is not a pedlar. The word 'hawker' has always been held in Hongkong to include a man who takes up a definite position. I intend, therefore, to convict the two defendants and to bind them over; but, as they were selling newspapers with the consent of the late Captain Superintendent of Police, I will not fine them, but bind them over in a personal bond of \$10 to come up when called upon. I am simply following the usual interpretation that has been held here for years that the word 'hawker' includes a person who takes up a position in the street. Otherwise, a hawker would be one who goes about from house to house and sells at the different houses. The word 'hawker' has been held to include persons who take up a stand at the corners of streets and sell to the passers-by, and I am simply following that interpretation in convicting the two defendants. Addressing the two lads, he said:—"I do not intend to call you up unless you continue to sell newspapers without a licence."

THE FLEET.

As already recorded in our columns, the fleet, under Admiral Sir Gerard Noel, has left for a cruise which we understand will probably last a month or six weeks. Their destination has not been given out, but it is unlikely that they go as far North as Wei-hai-wei unless there are any fresh developments of the situation at Port Arthur. The presence of a British squadron in the vicinity of Port Arthur might be very easily misunderstood by either of the belligerents, and it would not be a good policy to have a large fleet cruising at night in waters patrolled by destroyers on the lookout for Russian men-of-war. It is probable that the fleet has really no very definite programme, and will cruise between Amoy and Mins Bay, always keeping in touch with the latest news by means of dispatch vessels, carrying out various exercises and manoeuvres in order that the Commander-in-Chief may get acquainted with the capabilities of the ships under his command. We seem to recollect that Admiral Noel had rather a reputation while he was in the Channel Squadron for keeping the ships on the move and carrying out exercises at sea and in company as often as opportunity offered. It is rumoured that H.M.S. *Powerful* is to come out as a temporary reinforcement to the squadron and the *Andromeda* is due in the course of a few days. While on the subject of our Naval forces it is interesting to note that orders for the best smokeless steam coal which were placed in the hands of several of the companies at Cardiff by the Admiralty have been unable to be complied with for the present, owing to the demand for immediate delivery by foreign agents. A considerable quantity has been bought up for the Russian Navy and consequently the "British fleet in Japanese waters" will have to wait for their turn until other countries have first been served. It was to this fleet that the orders were consigned.

VICTORIA RECREATION CLUB.

THE SCRATCH RACES.

Following are the crews selected for the scratch races to take place on Saturday, 30th inst., and not on the 23rd inst., as previously stated:—

STATION No. 1	STATION No. 2
<i>Kornblume</i>	<i>Shamrock</i>
G. Wicheil (stroke)	C. E. A. Blance (stroke)
W. Goggin	E. F. Ancott
F. Eça de Silva	H. A. Seih
G. R. Moore	H. M. Bain
STATION No. 3	STATION No. 4
<i>Thistle</i>	<i>Rosa</i>
R. Wicheil (stroke)	S. M. Gidley (stroke)
F. P. Musso	L. E. Lammet
A. G. V. Ribeiro	G. Cruickshank
G. H. Seih	W. T. Andrews

1ST RACE.

Training days—Mondays, Wednesdays and Fridays.

STATION No. 1	STATION No. 2
<i>Thistle</i>	<i>Rosa</i>
L. A. Musso (stroke)	H. Rapp (stroke)
H. J. W. Gidley	H. C. Ausien
T. M. Rosa Pereira	J. P. Jordan
T. C. Swaby	J. D. Cameron

STATION No. 3.

<i>Shamrock</i>
F. K. Tata (stroke)
H. S. Holmes
A. G. Baros
C. Humphreys

2ND RACE.

Training days—Tuesdays, Thursdays, and Saturdays.

DR. Shiga, the distinguished Japanese bacteriologist, who discovered the bacillus of dysentery a year or two ago, has now succeeded in obtaining for his Government an anti-toxic serum, which will probably be put to the test in the present campaign. It is the aim of everyone who discovers a bacillus to crown his work by producing from it a serum which may rob it of its power; and better fortune appears to have attended Dr. Shiga than Professor Koch, who has not yet, after more than twenty years, succeeded in robbing the tubercle bacillus of its power.

WIDOWS AND ORPHANS FUND.

The Ceylon people are up in arms over the arbitrary action of the Secretary of State in respect of the "Widows and Orphans Pension Fund Ordinance." The wives of Mr. Chamberlain are a trifle compared with the scorpions of Mr. Lytton. The "really aggrieved persons are the officials of all departments who are the contributors to the fund, but the officials have promptly made common cause with them and the press has vigorously followed suit. In brief, it appears that the fund, owing to overcareful mortality estimates by the actuaries, had gradually accumulated a surplus of 3½ million rupees—all this obviously the property of present and deceased contributors. The Ordinance is now to be amended. But one element in this is the sweeping of the surplus into the general revenue, and the future payment of contributions into the general revenue, which would be charged with the payment of future pensions as they become due. The directions of the Secretary of State are to the effect that the officials who are the sufferers are to vote in defence of their own feelings, and their own interests. The *Times of Ceylon* speaks out:—

To arrange a scheme of spoliation in Downing Street, and then to instruct the local Government to rush an Ordinance giving effect to that robbery through Council at one or two sittings—by the 31st March to be precise—is a method of procedure which may be suited to Jamaica, or in accordance with "the customs of Hongkong," but will be found, we fancy, impossible in the freer atmosphere of the Colony of Ceylon, as Governor Blake will understand before many weeks are over. Let it be remembered that the scheme is one by which the dead are to be despoiled, and that those now living and interested in the Fund as contributors are not asked their opinion in the matter. They are expected to give a silent vote in favour of a measure which is intended to deprive those dependent on it of possible privileges in the future—all this is to be carried through Council in the teeth of the opposition of the Unofficial Members who are being robbed and who bitterly resent it. If H.E. the Governor, or the Secretary of State, think this sort of thing is possible here they are surely mistaken.

There were brave men before Agamemnon, and there have been Governors of Ceylon before who flinched at little that was arbitrary or autocratic; but Sir Arthur Gordon himself would hardly have attempted to force such a measure as this on a violently hostile unofficial element by means of the votes of officials; who bitterly resented the compulsion in their hearts, and cordially agreed with their unofficial fellows. Let Government pause ere it is too late. There can be no occasion for hurry and haste, for the three and a half millions of rupees will not run away in the meantime; and let the Secretary of State be apprised of the bitter opposition his suggestion has evoked on this side, opposition which, although he may not have personally to face it, will be reflected in many an ugly and inconvenient question hurled at him before many weeks are over across the floor of the House of Commons. For the public servants are all now thoroughly aroused, and they look to the local Government to protect them, and those belonging to them, from downright spoliation. Nor is there likely to be any class division in such a matter as this, though we make no doubt that attempts will be made to bring such about. *Divide et impera* is a motto inscribed on the top of every note of instructions handed to Colonial Governors, and they never forget it. But, if it is efficacious this time, we shall be much surprised.

In another issue the same paper says:—
Government seems determined to force this through Council. A Government *Gazette Extraordinary* was published last night containing the full text of the new Ordinance, and it was said to be the intention of Government to force it through all its stages in Council in one sitting to-morrow. Such procedure is impossible to contemplate. A more arbitrary and unjust course of action has never been taken even in Ceylon. If persisted in it would justify all the Unofficials leaving the Council table, and even the Official Members should refuse to vote. These latter may be the servants of Government, but are they mere servants to register the will of the Secretary of State? Have they no right to opinions of their own, and have they no civil rights whatever? What is the object of publishing Ordinances in the *Government Gazette* previous to their introduction to Council? Why that all those concerned may have ample opportunity of studying the proposals beforehand, and making themselves acquainted with the proposed alterations in the law, so that they may, through their representatives, offer such constitutional objections as they may think fit. Yet this disgraceful Ordinance first sees the light late last night, and might be introduced and passed through all its stages in Council to-morrow, if it seems hardly credible. Not one Public Servant in ten can possibly see the text of this Ordinance till after Government could carry it through Council.—*S. F. Frey.*

SHIPPING AND MAILS.

MAILS DUE.
Canadian (*Empress of India*) 12th inst.
German (*Hamburg*) 12th inst.
Indian (*Gregory Mace*) 13th inst.
Indian (*Laluan*) 17th inst.
American (*Siberia*) 17th inst.
Canadian (*Tanar*) 17th inst.
The Glen Linn was expected to leave Singapore on 7th inst., and is due here on 12th inst.
The C. S. S. *Col. C. S. S. Empress of India* arrived at Nagasaki at 6.30 p.m. on 7th inst., and left again at 8 p.m. for Shanghai, where she is due to arrive at 5 p.m. on 9th inst.
The S. S. *C. P. R. S. S. Empress of India* left Hongkong for Shanghai on 7th inst., and is due to arrive at Shanghai on 12th inst. The *Empress of India* is expected to leave Hongkong on 10th inst. and to arrive at Shanghai on 13th inst.

TELEGRAMS.

(Reuters.)

The Anglo-French Agreement.

LONDON, 6th April.

It is declared on the highest authority in Paris that there is no hitch in the Anglo-French negotiations and that all questions are now practically settled.

LATER.

The Sinews of War.

The St. Petersburg *Official Messenger* notifies the decision of the Government to have recourse, for the present, to the so-called "free cash reserve" for war expenditure while retrenching in various directions, notably in the construction of railways. These retrenchments will aggregate £13,000,000.

NAVY ESTIMATES FOR HONGKONG.

Following are the votes for Hongkong, so far as they appear on the face of the Estimates. The figures in parentheses are the votes for last year.

HONGKONG.

The Admiralty.—The pay of a Vice-Admiral in command is £4 a day, with £4 10s. a day table money; total, £3,102 10s. per annum. The pay of the Rear-Admiral, second in command, on the China station is £3 a day, with £3 a day table money; total, £2,730 per annum.

Naval Yard.—Naval Officer in charge of establishments, £978; retinue of £100; Commander, £577; Chief Engineer, £797; First Assistant to Chief Engineer, £693; two Engineer Lieutenants, £796; Foreman of Boiler-makers, £385; Foreman of Engineer Branch, £390; two Inspectors of Engine-fitters, £661; Chief Constructor, £992; two Assistant Constructors, £974; Electrical Engineer, £624; four Inspectors of Shipwrights, £1,268; Inspector of Electrical Fitters, £393; Lieutenant or Chief Boatswain, £341; Lieutenant or Chief Gunner, £373; Chaplain, £585; Staff Surgeon, for additional duties in attending the Dockyard men and their families, £46; Store Officer, £838; Deputy Naval Store Officer, £676; Secretary and Cashier, £69; Deputy Expense Accounts Officer, £672; two Assistant Naval Store Officers, £732; Foreman of Storehouses, £354; Inspector of storehouse men, £9; two Senior Writers, £70; five Senior Writers, £1,623; eleven first-class Dockyard Writers, £2,668; two Native Senior Writers, £444; twenty-one Native Writers, £1,624; two Time-keepers, £137; allowance to Paymaster and Navigating Officer of H.M.S. *Tamar*, for performing the local audits and continuous survey, £80; allowance for instruction of apprentices, £20; provision for full-pay leave to Naval Officers, £57. Total, £13,705. Wages of 76 of the Police Force, £5,120 (£5,134). Contingencies, £140 (£140). Rents, &c., £1,110. Gas, £682 (£683). Water, £220.

Victualling Yard.—Victualling Store Officer, £502; colonial allowance, £178; and house allowance, £178. Two Assistant Victualling Store Officers, £393; colonial allowance, £178; house allowance, £26. Two Senior Writers, £888; house and colonial allowance, £356; Writer, £121; boy Writer, £40; allowance to officers of H.M. ship for performing duties of continuous survey, £6. Total, £4,417 (£4,207). Wages of five artificers on the establishment, £1,257; wages of 73 hired artificers and labourers, £1,201; total, £2,457 (£2,444). Rents and tithes, £375. Water, £30 (£30). Contingencies, £3 (£5).

Medical Establishments.—Deputy-Inspector-General, £767; charge pay, £137; hospital allowance, £18. Two Surgeons, £650; hospital allowance, £293. Three Sisters, £286; one Dispenser, £120; for charge of stores, £20; lodging allowance, £96; colonial allowance, £89; two Writers, £377; provision for full pay leave to naval officers, £49. Total, £3,083 (£2,754). Wages of 57 hospital servants on the established and hired lists, £786; 14 chief sick-berth stewards, £886; allowance in lieu of provisions, £383. Total, £4,033 (£3,922). Wages of seven of the Police Force, £230 (£16). Water, £100 (£84). Gas, £101; electric lighting, £250; total, £350 (£370). Contingencies, £120 (£120).

Works, Buildings, and Repairs.—Additional accommodation at the Hospital, £3,700. The total estimate is £35,000, including £13,000 for land. The amount already voted is £35,000. Gun-mounting store, £700. The total estimate for the work was £7,000, and £6,000 has already been voted. Torpedo Range, £1,000. The total estimate for the work is £8,000. Rope-way for transporting a ammunition, £800. The total estimate for the work was £6,300, the cost being divided between the Admiralty and the War Department. The amount already voted is £5,640.

New Works, &c.—Hongkong Dockyard: New works, £1,760; ordinary repairs, £1,350. Hospital: New works, £3,700; ordinary repairs, £350. Naval Armaments: New works, £1,700. Naval Ordnance: New works, £800.

Superintending Works, Buildings, and Repairs.—Two Civil Engineers, £785; colonial allowance, £268; house allowance, £102. Assistant Surveyor, £166; colonial allowance, £89; house allowance, £134. Two Draughtsmen, £321; colonial allowance, £89; house allowance, £89. Two Accountant Clerks, £186. Total, £2,341 (£1,864).

Naval Ordnance.—Deputy Naval Store Officer, £945; Principal Writer, £450; Engineer-Lieutenant, £392. Total, £1,787 (£1,116). Thirteen artificers of the fleet, £2,640 (£2,603). **Naval Prison.**—Wages of a Master-at-Arms and five ship's corporals, borne on the books of H.M.S. *Tamar*, £391 (£397).

THE WAR.

LLOYD'S WAR RATES.

In spite of the declarations made by both the Russian and Japanese Governments that coal will be considered contraband of war if destined to the enemy, the *Standard* of 8th ult. says that British colliers are still being despatched to the Far East, and yesterday insurances were being effected upon the coal cargoes of four steamers outward bound to Japan. These vessels, which will be leaving near the end of the present month, have the option of going out either by way of the Cape or through the Suez Canal, though it is understood that unless the situation changes materially they will adopt the longer route. The premium asked to cover war risk upon these cargoes via the Cape was 60s. per cent, but underwriters were not disposed to quote at all if the steamers attempted the Suez Canal route. Those underwriters who took the war risks by the Suez *Canal* are in a rather peculiar position. They received a telegram from Lloyd's agent at, Chiofo last Friday that this vessel was expected there, and asking for permission to insure the steamer. The question is whether, in view of the fact that the owners have abandoned the steamer, the underwriters may take over possession without prejudicing their non-acceptance of abandonment. There is no doubt that these insurances will give rise to a considerable amount of litigation. Up to the present time over twenty merchant vessels have been detained or captured, and neither underwriters nor brokers are at all clear as to their position with regard to the payment of losses or damage through detention. Insurance against the war risk upon British goods by British steamers from Melbourne and Sydney to Yokohama were accepted yesterday at 10s. per cent (March sailing), to Shanghai at 5s. per cent, to Hongkong at 3s. 4d. per cent, and to Java, Singapore, and Manila at 3s. 6d. The risk of capture of British goods outward from Europe to the East Indies (West of Singapore) has been taken at Lloyd's at 2s. per cent, to the Philippines at 3s. 4d. per cent, and to various Japanese ports non-contraband at 15s. per cent.

A FRENCH TROOPSHIP.

The French troopship *Chalon*, Captain W. Baye, arrived at Colombo from Djibouti on 22nd ult. with 28 Civilians and 734 Military on board. She is bound for Shanghai and sailed on 22nd ult.

A FRENCH WAR CORRESPONDENT IN COLOMBO.

ON HIS WAY TO THE FAR EAST. M. la Croix, a French War correspondent, is on board the French mail steamer *Annam*, which arrived last night from Europe, says the *Ceylon Independent* of 23rd ult. He is proceeding to the theatre of war in the interests of his paper *La Patrie*, and intends to remain there till the end of hostilities. One of our representatives had a brief chat with him last night at the Grand Oriental Hotel, and learned that M. la Croix intends publishing a book on the war and he will commence the work as soon as he arrives on the scene. Speaking of the voyage of the vessel, he said that it was a very pleasant one, and the large number of passengers on board thoroughly enjoyed it. There are about 250 French soldiers in transit for Saigon. On the way between Adeu and Colombo the *Annam* passed a Chilean corvette and a cruiser, and these two were constantly shadowed by a Russian cruiser. The Chilean men-of-war are bound to the Far East and did not look formidable vessels. The *Annam* also passed the *Dimitri Donik*, in the Canal, and in the Red Sea there were two Italian men-of-war. At Perim there was a British cruiser, and at Aden there were four.

M. la Croix, who is a journalist of much experience, resumes his voyage to-day.

THE SIBERIAN RAILWAY. A CURIOUS STORY.

A curious story reaches a correspondent at St. Petersburg which he could hardly credit if it were not for the entire trustworthiness of his informant. It appears that a party of eight or a dozen Japanese, disguised as Tartars, were discovered one day last month towards dusk, by the guard of a bridge on the Siberian Railway crossing the Volga at Syran. They were trying to get on to the bridge, and had a number of packages in their possession. The sentry, who was also a Tartar, and therefore a Mongolian, addressed the men, whom he naturally took to be compatriots, in Tartar. But they were unable to reply except in Russian, and his suspicions were at once aroused. He called up his comrades, by whom the strangers were arrested. Their packages were found to contain a considerable quantity of dynamite. The incident is being kept as quiet as possible, for the fact that an attempt of this nature should be made only thirty-six hours from Moscow is calculated to alarm the ignorant peasant population.—*Standard*.

CAMPAIGNING IN KOREA.

A correspondent who has recently travelled through Korea has given an explanation of what seems the extraordinary delay of the opposing forces in getting to close quarters. An army on the march in Korea has to contend with appalling difficulties in the lack of roads, which practically do not exist in that country. The communications are mere bridle-paths so worn by traffic as to be almost impassable in dirty weather, such as is sure to prevail in Korea at present. Only under the most dire necessity are these narrow paths ever repaired, and then it is only the deepest holes that are filled in. The Japanese are therefore reduced to the necessity of actually making the roads along which they are advancing.

LADY SMITH'S AT PORT ARTHUR.

"The Russians are talking too much," said an officer who occupies a high position in *Pall Mall* to a correspondent one day last month, "and even before their land-fighting has begun they are behaving like the French during the latter stages of their war with Germany."

General Stoessel's order of the day to the people of Port Arthur, in which he says that "the commander will never give the order to surrender, reminds me of General Duero's address to the 2nd Army of Paris on the eve of the great sortie towards Villiers and Chamigny, when he solemnly assured his troops that, as far as he himself was concerned, he would only return dead or victorious, while, as a matter of fact, he was content to come back alive and defeated. And so, in all probability, will it be with Gen. Stoessel." The investment of Port Arthur, continued this gentleman, will soon be an accomplished fact, and the Russians there cannot avoid being *Lady Smith's*. The besieging Japanese, after drawing a cordon across the neck of the peninsula to the north of it, will have to make provision against a Russian force threatening their rear, and thus he compelled to take up a double-fronted position, as Caesar had to do in Gaul at the celebrated siege of Alesia. Should the Russians attempt to move from Mukden or Harbin to the relief of Port Arthur they would find another Japanese force on their left flank ready to deal with them. Such is the forecast of the strategic situation on the Liao-Tung peninsula.

Mr. F. A. Mackenzie, in a letter to the *Daily Mail*, says Moji is the Gibraltar of Japan. Whether you arrive by land or by sea, the place gives an immediate impression of commanding majesty. It is hard to realize that around here is one of the best fortified spots on earth. Every trace of the gigantic military and naval preparations now proceeding is as carefully covered as possible. The hills around are honeycombed with forts and protected by artillery at every point, but one looks in vain for the guns. The supplies now being landed from 1,000 junks are, everyone is aware, for military use. But there are no men in uniform supervising. Ten of thousands of troops lie ready within a brief march; but there is not a soldier on the streets. The scenery, at least, is typically Oriental.

THE WAR AND THE PRESS AT TIENTSIN.

In the House of Commons on 7th ult., Mr. Toulmin asked the Under-Secretary for Foreign Affairs if his attention had been called to the fact that Major-General Ventris had charged the editor of the *China Times* (Peking) with inciting to a breach of the peace in an article condemning Russian use of detentions, Japanese, and that, in default of his giving security for good behaviour, his deportation was pending, would he state whether there was any British authority in China with power to deport a British subject under such circumstances; and, if not, under what authority the Court was acting before which the editor had been brought.

Lord Percy replied: The attention of His Majesty's Minister at Peking having been called to the fact that Major-General Ventris had charged the editor of the *China Times* (Peking) with inciting to a breach of the peace in an article condemning Russian use of detentions, Japanese, and that, in default of his giving security for good behaviour, his deportation was pending, would he state whether there was any British authority in China with power to deport a British subject under such circumstances; and, if not, under what authority the Court was acting before which the editor had been brought.

TWELVE DAYS WITH THE RUSSIANS.

ADVENTURES OF THE "MATHILDA."

On Wednesday last we chronicled the arrival of the British collier *Frangy* which was detained by the Russians in the Red Sea, and liberated along with two others. One of the latter arrived at 1 o'clock yesterday morning bound for the Far East with a cargo of coal for Japan. She is the collier *Mathilda*, 3,436 tons, belonging to the Port of Bergen, flying the Norwegian flag, and under the command of Capt. Laevre. A *Ceylon Independent* man boarded the vessel yesterday (17th ult.) morning, and in the absence of the Captain, who had come ashore, had a chat with the Chief Officer, who is himself a Norwegian with a slight knowledge of English, but sufficient to make himself understood.

The *Mathilda*, which was the first boat to be taken by the Russians is a Norwegian steamer. She had on board a cargo of 50 tons of coal, which she had to the Japanese Government, with consignment to the Japanese Government, which she left Cardiff on the 31st of January. Until Suez was passed the voyage was an uneventful one. On the night of 21st February, about 12 p.m., she espied the lights and signals of several vessels, but had not the least idea what flag they were flying. On closer scrutiny, it was observed that the vessels were men-of-war, and she was consequently some common man among the crew. The war vessel, which was steaming fast, soon came within close range, and a torpedo, detaching herself from the squadron, came alongside and wanted the Captain to stop his vessel at once, which was done. The squadron consisted of 1 battleship and 4 torpedo boats and the *Mathilda* when she was stopped, was 740 miles from Suez. After her engines were reversed, an officer came on board, and having examined her papers,

TOOK THEM AWAY with him, giving distinct order not to move an inch till the morning. At day-light, the officer appeared again, and ordered the Captain to change his course and steam right back towards Suez. Capt. Laevre, who was helpless, had to submit to the orders, and sailed in a direction to the south of Suez, that port. The voyage back was done rather cautiously, as the torpedoes were constantly alongside her. Having an anchor, the Captain was asked to take his ship to Sebastopol as it was confiscated by the Russian Government. On the Captain declining to do so, he was threatened with several alternatives. The Russians eventually said they meant either to put an armed crew on board, and take the vessel to Sebastopol themselves, or, after appropriating the coal and other valuables, to destroy her by a blow up. For four days she was kept under detention, in this manner, the Russian

sailors keeping a watch on board, and all her hatches being also sealed. On the fifth day, Capt. Laevre was sent for on board the Russian battleship, given his papers back and told that he could resume his voyage, as the *Mathilda* was not desirous that any merchant vessel should be detained or confiscated.

There was no little rejoicing on board when the Captain returned with this intelligence, and the *Mathilda* lost no time in resuming her voyage, being none the worse for her adventure. After that she has not met any Russian vessel, and even if she does, she will proceed unmolested, as her papers have been authenticated and endorsed by the Russian officers, in Russian.

FREIGHTS, THE WAR, AND THE CAPE ROUTE.

The condition of the freight market exhibits no improvement; in fact in most directions it is as difficult as ever to bring business about. Of course, the principal item of interest to owners since the last report has been the seizure by the Russians in the Red Sea, of coal-laden boats bound to Japan; they are since reported to have been released. We merely refer to this matter as we had previously pointed out to owners, that in accepting the bait of about 25s. per ton from Wales to Japan, they were taking an inordinate amount of risk, or that, at any rate, the risks were such that a far and away higher rate of freight ought to have been demanded. We do not for one moment suppose that in stopping coal-laden boats in the Red Sea, Russia is contemplating any improper action; but, on the other hand, boats bound to British (Indian and other) ports might be delayed, and it is this point that is now receiving serious consideration. We maintain that for boats bound out to British ports such as Colombo, Singapore, etc., it would be better for them to go via the Cape; it only means about fifteen days longer steaming, which is fully compensated for by the saving in Canal dues, and, in fact, apart from the contingencies that war brings forward, we believed that it would be advantageous in any case for owners to give up going through the Canal to such ports, until the Canal dues are reduced to a level more in conformity with the wretchedly low freights that are current. The effect of the war so far has been distinctly disadvantageous to owners.

COMPLAINTS OF INEFFICIENCY.

THE FRENCH NAVY AND INDO-CHINA.

M. Etienne, the great Colonial authority, is reported to have declared in the course of an interview with a Press representative that the French Colonies were at present not safe from attack. He said:—In Indo-China, for example, we ought to have warships capable of preventing a landing, together with torpedo boats, destroyers, and submarine boats on the coast, and gunboats on the rivers, but none has been sent there. We have not a policy of forethought, we have only a hand-to-mouth policy. At the time of Fashoda also we were taken off our guard. Then there was great excitement, a cry for reforms, and afterwards everything cooled down, and all the plans were shelved and forgotten. The Russo-Japanese War breaks out, and it is the same thing. It is decided in all haste to send everything needful to the Colonies, while all that should have been done long ago. As to M. Pelletan, he says that he is well prepared, and affirms that he can justify himself. Let us await the result of the inquiry by the Commission, which will be a long one. So much the better if the Minister can show that the Navy is not in the lamentable state in which we all see it.

THE STRANDED "SCOTIA."

A TOTAL LOSS. The *S. F. Press* of 31st ult. says:—Further news to hand confirms the report of the total loss of the Cable Maintenance Co.'s steamer *Scotia* on the island of Guam, while on a voyage from Singapore to Honolulu. The cable steamer *Patrol*, it will be remembered, was despatched to the *Scotia*'s assistance on receipt of a telegram of the news of her stranding, and this vessel arrived at Guam on Monday last. The *Scotia* was then lying at an angle of 36 degrees on the reef, and heavy seas were breaking over her with such force that she is quickly going to pieces. The crew were, however, all safe ashore on Guam, and Captain Kushion is to be congratulated on getting his crew safely away from what was evidently a very dangerous situation.

COMMERCIAL.

The week's quotations close as follows:—
Hongkong Banks ... \$640 s. 6d.
Union Insurance ... \$475 b.
China Traders ... \$504 b.
Hongkong Pines ... \$285 b.
H.K. & Macao Steamboat ... \$271 b.
Indo-Chinas ... \$95 s.
Douglases ... \$35 s.
China Sugars ... \$117 b.
Raubas ... \$64 s.
H.K. & Whampoa Dock ... \$266 b.
Kowloon Wharves ... \$94 b.
Farthings ... \$150 b.
Hongkong Lands ... \$145 s.
Hongkong Hotels ... \$134 s.
Humphreys Estate ... \$1060 b.
do. (new) ... \$260 b.
Green Island ... \$231 ex div.
China Providents ... \$31 s.

TO-DAY'S EXCHANGE.

Selling.
London—Bank T.T. ... 183
do. demand ... 183 1/2
do. 4 months' sight ... 183 1/2
France—Bank T.T. ... 217
America—Bank T.T. ... 47
Germany—Bank T.T. ... 177
India T.T. ... 129
do. demand ... 129
Shanghai—Bank T.T. ... 73
Japan—Bank T.T. ... 85
Singapore—Bank T.T. ... Nominal
Java—Bank T.T. ... 104

Buying.
4 months' sight L/C ... 183 1/2
6 months' sight L/C ... 183 1/2
30 days' sight San Francisco & New York ... 42
4 months' sight do. ... 43
30 days' sight Sydney and Melbourne ... 183 1/2
4 months' sight France ... 223
6 months' sight ... 223
4 months' sight Germany ... 183
Bar Silver ... 25 1/2
Bank of England rate ... 4 1/2

OPIUM QUOTATIONS.

To-day's quotations are as follows:—
Malwa New ... 940/970
do. Last year ... 1,020/1,030
do. (lowest) ... 1,100/1,160
Patna New ... 1,342
Henares New ... 1,332
Persian 'Paper' ... 850/95

To-day's Advertisements.

CITY HALL.
SHORT SEASON ONLY.

GRAND OPENING,
MONDAY, APRIL 11TH,
After a Brilliant and Successful Season in South Africa, Ceylon and India.

Mr. M. B. LEAVITT'S Elite Anglo-American.

TROUBADOURS

A Select Company of High Class Vaudeville and Comedy Artists in a refined Entertainment
An Evening's Enjoyment of FRIVOLITY, JOLLITY AND FANTASY.

Everything New, Bright and Up-to-date.
As an Extra Special Attraction.
The World-famed

MYSTERIOUS ZANCIGS

Who will appear nightly in their Wonderful Entertainment of
MENTAL TELEPATHY,
the strongest, most Novel and Attractive Entertainment now touring the World.

Booking and Plan at
ROBINSON PIANO CO., LD.
Hongkong, 8th April, 1904.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW.

THE Company's Steamship

"THALES,"
Captain Robson, will be despatched for the above Port, on SUNDAY, the 10th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS, LAURIE & CO.,
General Managers.
Hongkong, 8th April, 1904.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOU.

THE Company's Steamship

"HAITAN,"
Captain Roach, will be despatched for the above Ports, on TUESDAY, the 12th instant, at 10 A.M.

For Freight or Passage apply to
DOUGLAS, LAURIE & CO.,
General Managers.
Hongkong, 8th April, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"MALTA,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.
This vessel brings on Cargo:—
From London, &c., ex S.S. *Himalaya* and *Somali*.
From Calcutta, ex S.S. *Syrin*.
From Persian Gulf, &c., ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.
Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M., TO-DAY.
Goods not cleared by the 14th instant, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.
All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.
No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 8th April, 1904.

EYE-SIGHT.

MR. N. LAZARUS
May be personally consulted for SPECTACLES.
No charge for testing the eyes.
Glasses and frames of all kinds and qualities.
Prices from \$2 upwards.
16, QUEEN'S ROAD, CENTRAL.
Hongkong, 6th November, 1904.

To-day's Advertisements.

HONGKONG HOTEL.

DINNER.
TO-MORROW (SATURDAY), 9th April.

MENU.

HORS D'OEUVRES.
Princess Rissoles.

SOUP.
Potage Bisque de Homard.

FISH.
Boiled Salmon a la Bretonne.

ENTREES.
Chateaufort of Chicken.
Lamb Culet a l'Anglaise.
Celery au Gratin.

CURRY.
Parce.

JOINTS.
Roast Ribs of Beef and Horseradish.
Roast Pheasant and Bread Sauce.
Boiled Calf's Head and Bacon.
Cold Galantine of Pigeon and Endive Salad.

SWEETS.
Rice Pudding. Plum Tart.
Vanilla Ice Cream and Cakes.
Topsy Cakes.

DESSERT.
Coffee. Fruit.

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that GUN PRACTICE will take place on the 11th, 12th and 13th of April, 1904, between the hours of 9 A.M. and 3 P.M. daily.

The guns will be in position on:—
(a) East of Chin Lan Chun and fire towards Huiwan.
(b) East of Kow Lung Peak and fire towards Razor Hill.
(c) Chin Lan Chun Hill and fire towards Kow Lung Peak.

By Command,
A. M. THOMSON,
Acting Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 8th April, 1904.

TO LET.

A HOUSE IN KNOTSFORD TERRACE,
No. 3, CANTON VILLAS.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 8th April, 1904.

Intimations.

THE POPULAR
SCOTCH
IS
"BLACK & WHITE"

JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to
H. M. THE KING
and
H. R. H. THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from LANE, CRAWFORD & CO, Queen's Road Central

[F]

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.

AND

CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL.....	"JASON".....	On 10th April.
GLASGOW and LIVERPOOL.....	"ACHILLES".....	On 10th April.
GLASGOW and LIVERPOOL.....	"HYSON".....	On 17th April.
GLASGOW and LIVERPOOL.....	"PROMETHEUS".....	On 24th April.
GLASGOW and LIVERPOOL.....	"DEUCALION".....	On 1st May.
GLASGOW and LIVERPOOL.....	"ULYSSES".....	On 7th May.
GLASGOW and LIVERPOOL.....	"DARDANUS".....	On 13th May.

* At Daylight.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON & ANTWERP.....	"MACHAON".....	On 12th April.
*GENOA, MARSEILLES & L'POOL.....	"IDOMENEUS".....	On 14th April.
LONDON & ANTWERP.....	"TELEMACHUS".....	On 26th April.
LONDON & ANTWERP.....	"ANTENOR".....	On 10th May.
*GENOA, MARSEILLES & L'POOL.....	"ACHILLES".....	On 20th May.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"HYSON".....	On 19th April.

S.S. "PING SUEY" left Victoria, B.C., for Japan and Hongkong on 24th March.
S.S. "AGAMEMNON" will leave Victoria, B.C., for Japan and Hongkong on 21st April.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 7th April, 1904.

[2]

CHINA NAVIGATION CO., LIMITED.

FOR STEAMER TO SAIL

KOBE	"ANHUI".....	15th April.
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* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 8th April, 1904.

[7]

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO.....	2540	R. Rodger.....	MANILA (DIRECT).....	SATURDAY, 9th April, at 10 A.M.
RUBI.....	2540	R. W. Almond.....	"	SATURDAY, 16th April, at 10 A.M.
PERLA.....	1980	A. H. Notley.....	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 2nd April, 1904.

[8]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"NICOMEDIA".....	4,371	A. Wagner.....	April 14, 1904.
"ARABIA".....	4,483	"	"
"AROGONIA".....	5,198	"	"
"NUMANTIA".....	4,370	"	"

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week
Days, at 7.30 A.M.; on Excursion Sundays,
at 8.30 A.M.; from Macao, Week Days at about
2 P.M. and Sundays about 7.30 P.M.
FARE.—(Week Days) 1st Class (including
cabin and servant), \$5; Return Ticket, \$5.
On Excursion Sundays, 1st, 2nd, and 3rd Class
Single Ticket, \$2; Return Ticket, \$3. Return
Ticket including Tiffin and Dinner either on
Board or at Macao Hotel, \$5. On Sundays,
\$5 extra will be charged for each cabin with
accommodations for two or more passengers.
WHARF—At the Western end of Wing Lok
Street.
The Steamer runs an Excursion Trip EVERY
SUNDAY. It takes only 3½ hours to reach
Macao.
MING ON & CO.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 5th January, 1904.

HONGKONG-CANTON LINE.

THE British Steamship
"YING KING,"

Captain Ramsey, of 1,088 tons. Registered, is
the newest, fastest, and most luxuriously fur-
nished steamer on the line and is lighted
throughout with Electricity; hot and cold water
service. The cuisine is unexcelled.
Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M. and returning from Canton every
following evening at 5 P.M.
1st Class.....\$3.00 for Single Journey.
2nd ".....1.50 " " "
Meals.....1.00 each.
The steamer's wharf is at the Western end
of Wing Lok Street.
YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street.
WENDT & CO.,
Canton Agents.
Hongkong, 2nd April, 1904.

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Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS—Telegraph, Hongkong

THE leading English Newspaper in China
Also widely circulated in Japan, Ceylon,
China, Ceylon, India and the Far East
generally.

A daily newspaper with weekly edition
published for despatch by the homeward mail
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accurate
reports of local occurrences, and of mat-
ters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively display-
ing advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement when
any effective style of type will be adopted
This standard runs exactly eight lines to the
inch, and about eight words to the line.

ADVERTISEMENT RATES

(per inch.)

One week.....	\$ 2.85
One month.....	7.20
Two months.....	13.00
Three ".....	20.00
Six ".....	37.50
Twelve ".....	73.00

No charge less than one dollar.

Discount allowed on—	
3 Months Contracts.....	5 per cent.
6 ".....	10 "
12 ".....	25 "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
\$1 each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESS.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap at

THE HONGKONG TELEGRAPH
OFFICE.

Estimates given for all classes of work on
application to

THE MANAGER,
HONGKONG TELEGRAPH CO., LD.
1, Ice House Road,
Hongkong.

HONGKONG METEOROLOGICAL

SIGNALS

A NEW CODE.

We have received from the Hongkong
Observatory a new code of meteorological
signals which comes into force at Hongkong
on New Year's Day. They are the same as
those at present in use at Shanghai, and will
be hoisted on the mast beside the time-ball a
Kowloon Point for the information of masters
of vessels leaving the port. They do not neces-
sarily imply that bad weather is expected. The
signals are as follows:—

A cone point upwards indicates a typhoon to
the North of the Colony.

A cone point upwards (and drum below indi-
cates a typhoon to the North-East of the
Colony.

A drum indicates a typhoon to the East of
the Colony.

A cone point downwards and drum below
indicates a typhoon to the South-East of the
Colony.

A cone point downwards indicates a typhoon
to the South of the Colony.

A cone point downwards and ball below
indicates a typhoon to the South-West of the
Colony.

A ball indicates a typhoon to the West of
the Colony.

A cone point upwards and ball below indicates
a typhoon to the North-West of the Colony.

Red Signals indicate that the centre is
believed to be more than 300 miles away from
the Colony.

Black Signals indicate that the centre is
believed to be less than 300 miles away from
the Colony.

The above signals will, as heretofore, be
hoisted only when typhoons exist in such posi-
tions or are moving in such directions that in-
formation regarding them is considered to be of
importance to the Colony or to shipping leav-
ing the harbour.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad
weather in the Colony and that the wind is
expected to veer.

Two lanterns hoisted horizontally indicate
bad weather in the Colony and that the wind is
expected to back.

The signals are repeated on the flagstaff of
the Godown Company at Kowloon, and also,
by day only, at the Harbour Office and on H
M's Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching
typhoons by means of the Typhoon Gun placed
at the foot of the mast, which is fired whenever
a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Notice boards are placed at:—
Joint Cable Companies' Office.
Ferry Company's Pier, Ice House Street.
Blake Pier.
Post Office.
Harbour Office.
Ferry Company's Pier, Kowloon.

WEATHER-FORECASTS and STORM-
WARNINGS are exhibited on the above boards
daily about 11 a.m., and also at other hours,
day or night, whenever necessary. Informa-
tion of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL
REGISTER is exhibited at the same places daily
about noon. It contains observations made at
Hongkong and at a number of stations in the
Far East, together with Remarks, Weather-
forecasts, and information regarding the exist-
ence and movements of typhoons based thereon.

SPECIAL INQUIRIES.

Masters of vessels or their agents may,
whenever necessary, call at the Telegraph
Company's Office in Connaught Road and
send telegrams to the Observatory asking for
special information without charge. Such
inquiries may also be sent from the Police
Station at Kowloon Point which is connected
with the Observatory by telephone.

THE LAW OF STORMS.

Further information concerning the weather
to be expected while signals are hoisted, and
sailing directions, are given in "The Law of
Storms in the Eastern Seas."

F. G. Figg,

Acting Director.

Hongkong, Observatory, 2nd January, 1904.

HONGKONG AVERAGE MARKET

PRICES.

Corrected 6th April, 1904, per \$ Mex.

BUTCHER MEAT.

	Cents.
Beef sirloin & prime cut—Mei Lung Pa B	18
" Corned—Ham Ngau Yuk	18
" Roast—Shiu	18
" Breast—Ngau Lam	14
" Soup, Tong Yuk	14
" Steak—Ngau Yuk Pa	18
" Serjoin—Ngau Lau	26
" Sausages—Ngau Yuk Chaung	18
Bullock's Brains— " Know	per set
" Tongue fresh—Ngau Li	each
" " corned—Ham Ngau Li	55
" Head—Ngau Tau	55
" Heart—Ngau Sum	9
" Hump, Salt—Ngau Kin	13
" Feet—Ngau Kerk	each
" Kidneys—Ngau Yiu	16
" Tail—Ngau Mei	16
" Liver—Ngau Con	9
" Tripe (undressed)—Ngau To	5
Calves' Head and Feet—Ngau-chai- tau-keok	Set
Mutton Chop—Yeung Pai Kw	24
" Leg—Yeung Pei	24
" Shoulder—Yeung Shau	22
Pigs' Chitlings—Chi cheong	7
" Brains—Chi Know	per set
" Feet—Chi Kerk	12
" Fry—Chi Chak	12
" Head—Chi Tau	13
" Heart—Chi Sum	each
" Kidneys—Chi Yiu	9
" Liver—Chi Kon	20
Pork, Chop—Chi Pai Kwat	18
" Corned—Ham Chu Yuk	18
" Leg—Chu Pei	22
" Fat or Lard—Chu Yau	18
Sheeps' Head and Feet—Yeung Tau	Set
" Keok	55
" Heart—Yeung Sum	each
" Kidneys—Yeung Yiu	9
" Liver—Yeung Con	20
Sucking Pigs, To Order—Chu Chai	16
Suet, Beef—Sang Ngau Yau	17
" Mutton—Sang Yeung Yau	20
Veal—Ngau Chai Yuk	18
" Sausages—Ngau Chai Yuk Tong	15

POULTRY.

Chicken—Kai Chai	30
Capon, Large, Small—Sin Kai	32
Ducks—Ap	18
Doves—Pan Kau	each
Eggs, Hen—Kai Tan	per doz.
Fowls, Canton—Kai	18
" Hainan—Hoi Nam Kai	18
Geese—Ngai	21
Geese, Wild Shanghai—Sheung Hoi Ye	30
Ngo	pair
Musk Deer—Wong Keng	each
Hare—Tu Chai	55
Partridge—Che Khoo	60
Pheasant—Shan Kai	1.60
Pigeons, Canton—Pak Kup	each
" Holbow—Holbow Pak Kup	25
Quail—Um Chun	25
Rice Birds—Wo Fa Cheuk	dosen
Snipe—Sa Chui	each
Turkeys, Cock—Fo Kai Kung	65
" Hen— " Na	58
Wild Ducks, Shanghai, Sui-ap	pair
Teal, Shanghai, Sui Ap Chai	each
Wild Ducks Canton—Sang Shing Sui	75
Apea	per pair

FISH.

Barbel—Ka Yu	14
Bream—Bin Yu	13
Canton Fresh Water Fish—Hoi Sin Yu	13
Carp—Li Yu	16
Catfish—Chik Yu	11
Codfish—Mun Yu	14
Crabs—Hai	16
Cuttle Fish—Muk Yu	12
Dab—Sa Mang Yu	11
Dace—Wong Mei Lun	11
Dog Fish—Tit Tu Sa	9
Eels, Congor—Hai Man Yu	16
" Fresh water—Tam Sui Yu	24
" Yellow—Wong Sia	24
Frogs—Tien Kai	32
Garoupa—Sek Pan	90
Gudgeon—Pak Kup Yu	13
Herring—Tio Pak	18
Halibut—Cheung Kwan Yu	18
Lahrus—Wong Fa Yu	18
Loach—Wu Yu	32
Loabsters—Lung Ha	32
Mackerel—Chi Yu	14
Monk Fish—Mon Yu	24
Mullet—Chai Yu	24
Oysters—Sang Hoo	20
Parrotfish—Kai Kung Yu	15
Perch—Tau Loo	14
Pike—Fa Paw Poong	11
Plaice—Pan Yu	13
Pomfret, Black—Hak Chong	28
Pomfret, White—Pak Chong	28
Prawns—Ming Ha	24
Ray—Pei Pa Sa	8
Rock Fish—Sek Kau Kung	16
Roach—Chun Yu	9
Salmon, (C'lon), fresh water—Ma Yau	22
YU	22
Shark—Sa Yu	10
Skate—Po Yu	24
Shrimps—Ha	24
Snapper—Lap Yu	22
Soles—Tat Sa Yu	20
Tench—Wan Yu	14
Turbot—Cho How Yu	20
Turtles, small, fresh water—Kaok Yu	60
White Bait—Ngau Yu Chai	—

FRUITS.

Almond—Hong Yan

Apples, (California)—Kam San Ping	60
Ko	—
(Chefoo)—Tin Chun Ping	—
Ko	—
Small—Hoi Tong	—
Custard—Fan Lai Chi	each
Bananas, fragrant, Canton—Sang Shang	4
Heung Chiu	3
(brides), Macao—San Heung Chiu	10
Chestnuts, Chinese—Foong Lut	—
Carimbola—Yeung Tou	each
Cocoanuts—Yeh Tax	10
Grapes—Sin Tai Ts	4
Lemons, China—Ning Moong	5
" Amer.—Kum San Ning Moong	5
Lichees, Dried—Lai Chi Con	15
" Fresh, Lai Chi	—
Limes, (Saigon)—Sai Kung Ning	7
Moong	each
Mango, Manila—Lui Sung Moong	—
Mango, Saigon—Sai Kung Moong	—
Mangosteens, San Chuk Ts	doz.
Oranges, (Canton)—Sang Sheng Tim	5
Chang	5
Small—Tai Kut	5
Mandarin—Tim Kut	10
Olives—Pak Lam	7
Pears, (American)—Kam San Shut Li	8
" (Canton), Cooking—Sa Li	10
" (Shanghai)—Sheung Hoi Li	10
Peanuts, —Fa Sang	10
Persimmons Large, Hung Chie	—
Pine-apples, 1st quality—Sheung Poon	6
Ti Paw-law	each
2nd cooking—Chung-tang	—
Paw-law	—
Platams—Tai Chen	2
Plums, Swatow—Hung Lai	12
Pumpkin, Siam—Chim Lo Yau	10
Walnut, Hop Tou	12
" Green—Sang Hop Tuo	—

VEGETABLES, &c.

Artichokes, Shanghai—Sheung Hoi Ah	4
" Chi Chai	4
Beans, (French) Macao—Oh Moon Pin	4
Tau	4
Beans, (French), Shanghai—Sheung Hoi	—
Pin Tau	2
Beans, Sprout—Ah Choi	2
Beans Long—Tau Kok	9
Beet Root—Hung Choi Tau	each
Brinjals, Green—Cheng Yuen Ker	each
Brinjals, Red—Hung Ker	each
Brassicæ—Pak Choi	each
Bamboo Shoots—Chook Shun	each
Cabbage, Chinese, com.—Kai Choy	each
Cabbage Root—Kai Lan Tau	each
Cabbage, (Shanghai)—Yeh Choi	each
Cane Shoots, bunch—Kau Shun	each
Cauliflower, Large size—Tai Yeh Choi	each
Fa	each
Cauliflower, Medium size—Cheung Yeh	each
Choi-fa	each
Cauliflower, Small size—Sai Yeh Choi-fa	each
Carrots—Kam Shun	each
Celery, Chinese—Tong Kan Choy	each
Celery, English—Yeung Kan Choi	each
Celery, White—Pak Yeung Kan Choi	each
Chilies Dried—Con Lat Chiu	each
Red—Hung Fa	each
Green—Cheng Lat Chiu	each
Curry Stuff, English—Ka Lee Choi Liu	each
Cucumbers—Cheng Kwa	each
Bitter Squash—Fu Kwa	each
Garlic—Suen Tau	each
Ginger, young—Sun Ter Keung	each
old—Lo Keung	each
Horse Radish, Shanghai—Lik Kan	each
Indian Corn—Suk Mai	piece
Lettuce—Yeung Sang Choi	each
Water Chestnuts—Ma Tai	each
Mandarin—Kwel Lum Ma Tai	each
Mushrooms Fresh—Sang Cho Kho	each
Onions, Bombay—Yeung Chung Tau	each
Green—Sang Chung	each
Shai—Sheung Hoi Chung Tau	each
Japan—Yat Poon	each
Okroes—Mo Ker	each
Parsley, English—Yeung Un Sai	each
Gradus Pea	each
Green Peas—Cheng Tau	each
Potatoes, Sweet—Fan Shu	each
Shanghai—Sheung Hoi Shu	each
Tsai	each
Japan—Yat Poon Shu Tsai	each
American—Fa Ki	each
Foochow—Fuk Chan Shu Tsai	each
Macao—Oh Moon	each
Pumpkin—Toong Kwa	each
Radish—Hung Lo Pak Tsai	dozen
Rhubarb	each
Spinats—Con Chung Tau	each
Shalots (Chinese)—Paw Choi	each
Spinach—Yin Choi	each
Tomatoes—Fan Ker	each
Taros—Wu Tau	each
Turnips, Pun-ti (Long)—Low Pak	each
English—Yeung Lo Pak	piece
Vegetable Marrow—Chit Kwa	each
Waters Cress—Sai Yeung Choi	each
Calrops—Lan Kok	each
Lily Roots—Lin Ngau	each
Yams—Tai Shu	each

N. A. JOHANSEN,
Acting Inspector of Markets

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)
THE Steamship

"BALLARAT."

Captain C. R. Longden, R.N.R., carrying His
Majesty's Mails, will be despatched from this
for BOMBAY, TO-MORROW, the 9th April,
at Noon, taking Passengers and Cargo for the
above Ports.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 8th April, 1904.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE, BORDEAUX;
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 19th April, 1904,
at 1 P.M., the Company's Steamship
"SALAZIE," Captain Nègre, with Mails,
Passengers, Specie and Cargo, will leave
this port for MARSEILLES, via Ports of Call,
WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London
as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till NOON
only on MONDAY, the 18th April, Specie
and Parcels received until 4 P.M. on the same
day. No Cargo will be received on board on
TUESDAY.

Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.

For further Particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 7th April, 1904.

NORTHERN PACIFIC STEAMSHIP
COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG,
VIA

SHANGHAI, INLAND SEA OF JAPAN,
Kobe and YOKOHAMA,
FOR VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY
COMPANY.

Steamers.	Tons.	Captains.	1904
<i>Lyra</i>	4,417	G. V. Williams	May 4
<i>Shavimul</i>	9,600	W. M. Smith	May 21
<i>Victoria</i>	3,502	J. Truebridge	May 21
<i>Teasont</i>	9,600	T. W. Garlick	May 21

† Cargo only.

Steamers marked (*) have no second-class
passenger accommodation.

The attention of passengers is directed to
the very cheap rates offered by this line to the
Pacific Coast and to the Interior and Eastern
Cities of the United States and to Europe.

Special rates allowed to members of Govern-
ment Services.

Through Bills of Lading issued to Pacific
Coast Ports and to the Principal Cities in the
United States and Canada.

For further Information as to Freight or
Passage, apply to

DODWELL & CO., LIMITED,

General Agents.

Hongkong, 6th April, 1904.

AN APPEAL.

THE SUPERIORESS of the ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Children's Shirts made to order, and Cuffs
and Collars renewed on old ones.

Ladies and Children's Under-clothing Em-
broidered, and all kinds of Embroidery.
Materials can be supplied, if required.

The Superioress will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 22nd April, 1904.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"FORMOSA."

FROM ANTWERP, LONDON, PORT
SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be landed here unless
instructions are given to the contrary before
5 P.M., TO-DAY.

Goods not cleared by the 11th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignee's
and the Company's representative at an ap-
pointed hour.

All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.

No claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 5th April, 1904.

S.S. "ANNAM."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London,
ex s.s. *Adour*, *Cordouan* and *Dordogne*,
from Havre, ex s.s. *Adour* and *Dordogne*,
in connection with above Steamer, are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables are being
landed and stored at their risks into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, at Kowloon,
whence delivery may be obtained immediately
after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon, TO-DAY, the 4th instant, re-
questing it to be landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed
after MONDAY, the 11th instant, at Noon,
will be subject to rent and landing charges.

All claims must be sent in to me on or be-
fore MONDAY, the 11th instant, or they will
not be recognised.

All damaged packages will be examined on
MONDAY, the 11th instant, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 4th April, 1904.

OCCIDENTAL AND ORIENTAL STEAM-
SHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"DORIC."

The above Steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature, and to
take immediate delivery of their Goods from
alongside.

Cargo impeding discharge and undelivered
by SATURDAY, the 9th instant, at 10 A.M.,
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected.

E. W. TILDEN,

Agent.

Hongkong, 6th April, 1904.

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "LYRA."

FROM TACOMA, SEATTLE, YOKO-
HAMA, KOBE AND MOI.

The above Steamer having arrived, Consignees
of Cargo are hereby requested to send in
their Bills of Lading for countersignature
and to take immediate delivery of their Goods
from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

DODWELL & CO., LIMITED,

Agents.

Hongkong, 5th April, 1904.

FROM HAMBURG, BREMEN, ROTTER-
DAM, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"ARTEMISIA."

Captain Cronmeyer, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited,
and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 12th instant will be subject
to rent.

All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 12th instant at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 5th April, 1904.

NOTICE.

THE Public are hereby informed that the
change has been made in the Rates of
Subscription to the *Hongkong Telegraph* and
they are warned against paying more than
TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1903.

SHARE QUOTATIONS.

Supplied by MESSRS. BENJAMIN, KELLY & POTTS. Corrected to noon.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	87,000	\$125	\$125	\$10,000,000 \$6,500,000 \$50,000	\$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/8/- = \$22.994 for half year ending 31.12.1903	6 1/2 %	\$630 buyers
National Bank of China, Limited	4,453	£10	£8	\$175,533	\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	London 3/6 \$35 buyers
Do. Founders'	750	£1	£1	\$191,973		None		\$10
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000 \$569,143 \$784,445 \$906,872 \$900,000	\$1,959,925	\$32 for 1902	5 1/2 %	\$470 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$151,992 \$331,342 \$322,134	Nil.	\$4 for year ended 30.4.1903	7 %	\$56 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 500,000 Tls. 31,850	Tls. 271,589	Final of £1 making £2 for 1902		Tls. 67 1/2 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$675,000 \$63,530	\$486,284	\$12 for 1901	9 %	135
Canton Insurance Office, Limited	10,000	\$150	\$50	\$1,300,000 \$60,000	\$110,551	\$15 for 1902	8 1/2 %	\$175 sellers
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,308,855 \$1,000,000	\$374,110	\$22 1/2 for 1902	8 %	\$285 sales
China Fire Insurance Company, Limited	20,000	\$100	\$50	\$125,675 \$1,561	\$359,047	\$6 dividend & \$1 bonus for 1902	8 1/2 %	\$83 buyers
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$5	\$155,000 \$633,000 \$149,409 \$140,000	\$41,538	\$1 1/2 for half-year ending 31.12.1903	11 1/2 %	\$27 1/2
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£8 0 £100,000	£5 380	10/- for 1902	6 %	\$95 sales
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900		\$22 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$7,185	Nil.	\$3 for year ended 30.6.1903	9 %	\$34 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$15,000 \$7,750	\$337	\$1.20 for year ending 30.6.1903 \$60 cts.	4 1/2 %	\$31 sellers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$35,000 \$7,750		\$8 for second half year 1903	11 1/2 %	\$184 sellers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	\$4,000 Tls. 98,000	£19,555	Interim of 1/- (Coupon No. 10 for 1903)	5 %	190
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 201,614	Tls. 865	Final of Tls. 1 making Tls. 11 for 1903	5 1/2 %	Tls. 35
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	none	Tls. 55,541	Final of (Tls. 2 1/2 making Tls. 11 1/2 for 1903) (Tls. 1 1/2 making Tls. 3 1/2)	7 1/2 %	Tls. 47 1/2 ex div.
Do. Preference	100,000	Tls. 50	Tls. 50					
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1901		\$117 sales
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,995	\$3 for 1897		\$10 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	5 %	Tls. 50 buyers
MINING.								
Punjom Mining Company, Limited	60,000	\$11	\$11	none	Dr. \$261,000	None		\$51 sellers
Do. Preference Shares	30,000	\$1	\$1					25 cents
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,652	Fcs. 85,706	Interim of Fcs. 30 for 1913		\$500
Raub Australian Gold Mining Company, Limited	150,000	£1	18/10	£4 873	Dr. £7,236	No. 12 of 1/-		\$64 sellers
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/-		Tls. 6 sales
DOCKS, WHARVES & GODOWNS								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$8,750	\$425,340	Div. of \$6 & bonus of \$1 for half year ending 31.12.03	7 %	\$205 buyers
S. C. Farnham, Boyd & Co., Limited	55,700	Tls. 100	Tls. 100	Tls. 850,000	Tls. 43,124	Int. of Tls. 5 for half year ending 31.10.03	7 1/2 %	Tls. 150
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,850,000		\$5 for first half year 1903	4 1/2 %	\$20
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000		\$10 div. and \$2 1/2 bonus for 1903	6 1/2 %	\$185
Do. Preference	2,750	\$100	\$100	\$150,000		\$7 dividend	9 1/2 %	\$110
Howarth Erskine, Limited	12,000	\$100	\$100	\$150,000		\$10 for first year half 1902	6 1/2 %	\$205
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$150,000 \$50,989 \$250,000	\$28,015	Final of \$2 1/2 making \$5 for 1903	5 1/2 %	\$94 buyers
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,110 Tls. 50,913	Tls. 22,895	Final of Tls. 6 making Tls. 11 for 1903	6 %	Tls. 180
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,200	Tls. 1,760	Tls. 18 for 1903	10 %	Tls. 180 ex div.
New Amoy Dock Company, Limited	6,000	\$60	\$60	\$55,500	\$4,548	\$2 1/2 for 1902	6 1/2 %	\$37 1/2 sellers
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$300,000	\$51,966	Final of \$6 making \$12 for 1903	8 %	\$145
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 800,000 Tls. 50,000	Tls. 37,634	Final of Tls. 3 & bonus of Tls. 2 making in all Tls. 8 for 1903	7 1/2 %	Tls. 107 sales
Fientsin Land Investment Company, Limited	5,350	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Final of Tls. 5 making in all Tls. 9 for 1903	7 %	Tls. 130
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none		Interim of Tls. 2		Tls. 70 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.60 for 1903	7 1/2 %	Tls. 55
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None		Tls. 10
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Final of 1.70 making \$3.70 for 1903	6 %	\$53 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$10,771 \$20,000	\$3,161	\$5 for half-year ending 31.12.03	8 %	\$135 sales
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 33,000	Tls. 1,837	Interim of Tls. 5	6 1/2 %	Tls. 150 buyers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$22,500	\$16,301	\$2 1/2 for half-year 30.6.03	14 1/2 %	\$34 buyers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 6,804	Tls. 1,496	Tls. 1 1/2 for the year ending 31.3.1903	10 %	Tls. 15 sales
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none		First year		Tls. 25
Tientsin Hotel, Limited	600	\$20	\$20	none	\$4,989	\$5 for the year ending 28.2.1903	12 1/2 %	\$40
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Tls. 3,530	Interim of Tls. 3 1/2	7 %	Tls. 50
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$100,607 \$50,000	\$99,177	90 cents for 1903	8 1/2 %	\$104
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	12 1/2 %	Tls. 31 sellers
International Cotton Manufacturing Company, Ltd.	100,000	Tls. 75	Tls. 75	H. Tls. 30,098	Tls. 88,034	Interim of 3 % a/c 1898		Tls. 25 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Nil.	Interim of 4 % a/c 1898 on 6,000 shares		Tls. 37 1/2 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 50	Tls. 50	none	Dr. Tls. 4,965	4 % for 1897		Tls. 170 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$0	\$10	none	\$11,121	Final of 60 cents making \$1 for the year ending 31.7.03	6 1/2 %	\$14 1/2 sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,800 Tls. 25,000	Tls. 544	Interim of Tls. 3	11 1/2 %	Tls. 53 buyers
Alhambra, Limited	300	\$500	\$500	\$43,000	\$57	\$125 for year ending 30.6.1900		\$200
Philippine Company, Limited	67,500	\$10	\$10			First year		\$10 buyers
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	\$10	\$10	\$330,000	\$25,676	\$1.50 for 1903	5 %	\$25 sales
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	7 1/2 %	\$8.10 buyers
A. S. Watson & Co., Limited	60,000	\$10	\$10	\$150,000 \$15,000	\$3,077	Interim of 50 cents for 1903	7 %	\$14 buyers
Watkins, Limited	10,000	\$10	\$10	\$15,802	\$1,043	\$1 for 1903	15 1/2 %	\$64 ex div. buy
Singapore Dispensary, Limited	600	\$150	\$50	\$6,000		\$5 for year ended 31.7.1902	7 %	\$70
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903	9 %	\$9
Hongkong Electric Company, Limited	30,000	\$10	\$5	none	\$3,453	90 cents for year ending 30.4.1903	7 1/2 %	\$7
Hongkong & China Gas Company, Limited	8,000	£10	£10	£21,815	£7,387	1 div. and 3/- bonus for 1902	6 1/2 %	\$340 buyers
Shanghai Gas Company, Limited	2,666	Tls. 50	Tls. 50	Tls. 46,000	Tls. 7,548	Final of Tls. 3 1/2 and bonus of Tls. 1 1/2 making Tls. 5 1/4 for 1903	7 1/2 %	Tls. 110 sales
Shanghai Waterworks Company, Limited	7,000	£20	£20	Tls. 115,000	Tls. 6,306	Interim of 15/- for 1903	2 1/2 %	Tls. 425
Tientsin Waterworks Company, Limited	2,941	Tls. 100	Tls. 100	Tls. 15,539	Tls. 667	Final of Tls. 4 making Tls. 16 for 1903	11 %	Tls. 144
Tientsin Native City Waterworks Company, Ltd.	21,000	\$10	\$10	\$186,000	\$12,802	Tls. 3 for half year		Tls. 130
Hall & Holtz, Limited	10,000	\$50	\$50	\$50,000	\$8,195	Interim of \$3 for 1903		\$18 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$25	\$25	\$70,000	\$10,177	\$5 for 1903	7 %	\$42 1/2
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$35,000	\$5,844	Final of \$12 making \$16 for 1903	8 1/2 %	\$20
Hongkong Ice Company, Limited	2,000	\$100	\$100	\$40,000		\$7 1/2 for second half year 1903	9 1/2 %	\$16
Straits Ice Company, Limited	1,150	\$100	\$100	\$30,000	\$4,783	\$20 for year ending 30.11.1903	6 1/2 %	\$300
Hongkong High-Level Tramways Company, Ltd.	10,000	\$7 1/2	\$6	\$20,000	\$3,070	\$1 1/2 for year ending 31.7.1903	10 %	\$124 buyers
Dairy Farm Company, Limited	1,200	\$10	\$10	\$3,500	\$18	\$2 1/2 for 1902	6 1/2 %	\$40 sellers
Campbell, Moore & Co., Limited	8,604	12/6	12/6	none	£738	None		\$24 buyers
Bell's Asbestos East-ern Agency, Limited	9,000	\$10	\$4	none	\$1,199	90 cents for year ended 31.5.1903	10 %	\$40 buyers
United Asbestos Oriental Agency, Limited	100	\$10	\$10	none	\$1,548	Final of 60 cts. making \$1.20 for the year	8 1/2 %	\$105 buyers
Do. Founders'	100	\$10	\$10	none	\$7,053	None		\$15 sellers
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	\$4,757	Interim of 50 cents for 1903 1/4	16 1/2 %	\$5 buyers
China Light and Power Company, Limited	12,000	\$10	\$10	none				
William Powell, Limited	25,000	Gs. 100	Gs. 100	Tls. 3,466	Tls. 27,187	Quarterly dividend of Tls. 10	12 1/2 %	Tls. 28 sales
Maatschappij tot Mijnen Bosch en Landbouw exploitatie in Langkat		Tls. 50	Tls. 50	none	Tls. 3,288	First year		Tls. 70
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 100	Tls. 100	none		Final of Tls. 5 making Tls. 10 for 1903	9 1/2 %	Tls. 105
Shanghai Pulp and Paper Company, Limited	4,500					Final of \$1.20 making \$1.70 for 1903	13 1/2 %	\$0 sales
Central Stores, Limited, Ordinary	6,000	\$15	\$12	\$9,000	\$1,353	Tls. 5 for 1902	12 1/2 %	Tls. 40 sellers
Do. Founders'	123					Tls. 6 for 1903	9 1/2 %	Tls. 64 ex div.
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Tls. 3,505	\$10 for 1902	7 1/2 %	\$135
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	\$10 for 1902		
Katz Brothers, Limited	10,000	\$100	\$100	\$26,000		\$10 for 1902		
Straits Trading Company, Limited	250,000	\$10	\$10	\$650,000		\$10 div. and 25 cents bonus for half year year ended 1901/02	8 1/2 %	\$124
Fraser and Neave, Limited	4,500	\$50	\$50	\$169,116		\$5 div. and \$2 1/2 bonus for 1902	7 1/2 %	\$105
Maynard and Company, Limited	3,400	\$10	\$10	none		\$2 for year ended 31.10.1902	8 1/2 %	\$25
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50			First year		\$20
South China Morning Post, Limited	6,000	\$25	\$25			First year		\$20